



RUDDER FLUTTER

The Battle of Palmdale

By: **Peter W. Merlin, The X-Hunters, Aerospace Archeology Team**
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If you have spent time in the military, then you are acutely aware of inter-service rivalry and the pride each service takes in their members, their state of readiness, and the cutting edge equipment they have at their disposal. But we also get a good laugh when occasionally something simple goes awry and outmaneuvers even our most sophisticated efforts leaving in its wake a unit with egg on its face. Fortunately, what could have been a disaster of monumental proportions, wasn't. So sit back and try to imagine what it must have been like to be on one of these crews in their sleek jets, out maneuvered by an old WWII warhorse.

On the morning of 16 August 1956, Navy personnel at Naval Air Station (NAS) Point Mugu prepared an F6F-5K for its final mission. The aircraft had been painted overall in high-visibility red. Red and yellow camera pods were mounted on the wingtips. Radio remote

F6F-5K, *Hellcat* drone



control systems were checked, and the *Hellcat* took off at 11:34 AM, climbing out over the Pacific Ocean. As ground controllers attempted to maneuver the drone toward the target area, it became apparent that it was not responding to radio commands. They had a runaway.

Ahead of the unguided drone lay thousands of square miles of ocean into which it could crash. Instead, the old *Hellcat* made a graceful climbing turn to the southeast, toward the city of Los Angeles. With the threat of a runaway aircraft approaching a major metropolitan area, the Navy called for help.

Five miles north of NAS Point Mugu, two F-89D *Scorpion* twin-jet interceptors of the 437th Fighter Interceptor Squadron, were scrambled from Oxnard Air Force Base (AFB). The crews were ordered to shoot down the rogue drone before it could cause any harm. Armed with wingtip-mounted



Photos courtesy of Peter Merlin

rocket pods and no cannon, the *Scorpion* was typical of the Cold-War approach to countering the "Red Menace." Each pod contained 52 *Mighty Mouse*, 2.75-inch rockets. Salvo-launched, the *Mighty Mouse* did not have to have precision guidance. Large numbers of rockets would be fired into approaching Soviet bomber formations to overwhelm them with sheer numbers. But today, they would be used against a different kind of red menace.

At Oxnard AFB, 1Lt. Hans Einstein and his radar observer, 1Lt. C. D. Murray, leapt into their sleek F-89D. Simultaneously, 1Lt. Richard Hurliman and 1Lt. Walter Hale climbed into a second

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A Visit to Edwards Air Force Base

By: Gene Nora Jessen

Lt. Col Kathy Hughes, MD, came to Boise about ten years ago as a Flight Surgeon for the Air National guard, and while here, she also piloted the A-10 Warthog. After graduating from the Air Force Academy, she entered flight school, then medical school, and later, of course, the Idaho Ninety-Nines recruited her. Kathy owns property near Council, including a hangar for their Beech Debonair, so we know that some day she and her family will return to Idaho—permanently.

Now the 95th Aerospace Medicine Squadron Commander, Kathy lives at Edwards along with her airline pilot husband Paul and two sons. She has

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.



General Yeager (white hat)

often thought of inviting her fellow Ninety Nines to visit, so when Edwards planned to celebrate the 60th anniversary of the Air Force Flight Test Center, including a salute to the Space Shuttle, the opportunity finally presented itself. So, Bob and I, Petra and Russ Vawter, and Mary Ann and Steve Richards accepted Kathy's offer and traveled from Idaho to join the festivities. Bob and I had tried to get through the Edwards gate to visit their museum once before many years ago. Bob had hoped that his 1943 WWII Army Air Corps ID dating



Kathy and her A-10

back to his B-29 and B-17 days would help us gain entrance, but no joy. This time, though, Kathy was there to see that the gate was opened for all of us.

Enthusiasts and gawkers alike crowded the base in hopes of rubbing elbows with a real aviation legend. Chuck Yeager, the 89-year-old icon of the first X-1 flight that broke through

the sound barrier was on hand for the celebration. We even saw the loading pit where his "Glamorous Glennis" X-1 rocket plane had been attached to the B-29 mother ship.

Edwards is a flight test center located in California, which includes the prestigious U.S. Air Force Test Pilot School and where virtually all military airplanes strut their stuff—they're also known to do some research for general aviation airplanes as well. The base is 481 square miles in size and includes multiple runways of both hard surface and dry lakebed. Base Commander, Brigadier General Nolan, treated us to a display of some of their handiwork. We saw, up close and personal, the T-38, F-16, F-35—of which there are six on the base, and an F-22 with Col. Dawn Dunlop, the Test Wing Commander's name, painted on the side. (We girls were compelled to cheer.) There was a flyable B-1, an X-47B (a Navy robot intended to fly off aircraft carriers), a KC-135, a Global Hawk (unmanned reconnaissance vehicle), and a Navy A-3. Over at NASA Dryden we saw the X-29, F-104 and the SR-71, as well as other exotic

airplanes. We were in overload. We also made it over to Mojave Air and Space Port for the "Just Plane Crazy" fly-in on Saturday morning. After a very tasty breakfast at the airport café, we had the pleasure of seeing more one-of-a-kind

airplanes, and we also ran into some local Ninety-Nines.

A side trip into history, away from marvels of modern flight, but very special to us Ninety-Nines, was our

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How can GA pilots reach safer skies? Fly like an airline pilot.

By: Mike Pape
Director of Flight Operations

It has never been a better time to fly on an airline.

Ok, let's briefly forget the baggage fees, cramped seats, and poor service. Those complaints aside, there is no denying one significant fact: there has never been a safer mode of transportation in the history of the world than that of a major U.S. airline.

Airlines in 2011 achieved a new record low rate of passenger fatalities, only two deaths for every 100 million passengers. A related MIT study reported that commercial flying is now 65 times safer than driving a car.

On the other side of the airport ramp, however, the trend is not as impressive. The general aviation accident rate remains 50 times that of the airlines; seven times that of an automobile; and equal to that of...motorcycles!* This noteworthy statistic has not eluded the NTSB, which recently included improving General Aviation (GA) safety as one of their top 10 most wanted.

How can GA pilots make an impact in such a glaring disparity? Simple. We can steal success from the pros.

Yes, I understand that American Airlines can buy million dollar equipment while a GA pilot

* Accident rate per miles traveled.

hyperventilates over a gallon of \$6 gas. But beyond the initial comparison, I have identified five ways a GA pilot can improve their level of safety by simply emulating the airline pilot.

1. Increase your proficiency—while an airline pilot expects to fly nearly 100 hours a month, too many GA pilots fly less than that in a year. The skills of piloting any airplane, large or small, are complex and require plenty of repetition to master. Practice makes perfect.

2. Schedule a flight with a CFI—an airline pilot will be highly tested at least annually. Why not set a similar goal of adding a rating, receiving a flight review or completing a phase of the FAA's WINGS program as often? Commit yourself to constant improvement so you will remain sharp.

3. Inventory your own resources—a single airline flight is a choreographed effort performed by a cast of hundreds, all working toward a safe, successful outcome. A sharp GA pilot could probably identify a dozen resources of his own. Each of us has an internet full of weather information, instructors, mechanics and pilot-mentors available to help us meet these challenges. Consider calling your favorite CFI to ride as copilot, help interpret a weather forecast or discuss a performance issue. When you invest the time inventorying your own resources, I bet you will find plenty who are willing to watch your back.

4. Fly boring—flying a commercial jet from one major airport to another can reach a level of mind-numbing routine. But routine or not, that's the passenger seat we want our family members sitting in. An airliner is flown in the rock solid center of the flight envelope 99% of the time. Approaching aircraft limitations, steep banks and high speeds should be left to the air racers, not to airliners and not to GA pilots.

5. Think, act, and work like a real professional—this may be the most important attribute we can steal from the airline pilot. Eight-five percent of GA accidents are caused by the failure to manage risk. A simple change in attitude can make the greatest difference of all.

When the airline pilot puts on a uniform, he or she realizes the importance of what's in store. It's gameday. Time to get serious, because what they are about to do impacts lives. Critical thinking is a natural part of a pilot's DNA whether they fly a Boeing or a Bellanca. Your passengers and the entire GA community depend on you to meet that challenge without fail. Earn your wings...every single day.

Think, act and fly like an airline pilot. A few small steps in that direction and our GA safety record will begin to blossom.



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Radio Chatter

By: Frank Lester
Safety/Education Coordinator



John Lorbeck to Take Reins of the Rudder Flutter

Beginning with the May issue, John Lorbeck will take over the duties as editor of the **Rudder Flutter**. John joined Aeronautics in September when Gene Bannister left for a new job with the Forest Service. John is an ex-Navy rotary wing and fixed wing aviator, and is very excited about assuming his new duties. John has a strong writing and editing background, and brings new perspective to our state aviation publication.

I hope you will give John the same support you have given me over the years and take every opportunity to promote aviation throughout Idaho. Articles for the May issue are due April 17; please forward your inputs to John anytime at john.lorbeck@itd.idaho.gov.

Idaho Aviation Trade Show

The Aero Mark FBO in Idaho Falls (KIDA) will be hosting the 2nd Annual Idaho Aviation Trade Show on Friday and Saturday May 18-19, 2012. The trade show will be held in conjunction with the Idaho Aviation Association's Annual Conference and Convention. Last year's show featured 27 vendors, including Aviat, Beechcraft, Cessna and Pilatus, many displaying their aircraft. Most of the same vendors plan to return to Aero Mark's 30,000 square-foot XL hangar along with other General Aviation recreational and professional organizations. A program of workshops, guest speakers and social events pack the two-day schedule.

While the speaker slate and workshop topics are not yet complete, you can visit Aero Mark at www.aeromark.com or contact Thomas, Robert or Karen at 1-208-524-1202, 1-208-524-8924 (fax), or info@aeromark.com.

New Bulk Rate for Idaho Aeronautical Charts and Airport Facility Directories

Aeronautics has been queried for some time about discount pricing for bulk sales of aeronautical charts and directories. As a result, we have adopted the following pricing:

Chart or Directory Amount	Price Each
One to nine copies (individual, we mail out)	\$10.00
One copy with individual registration (either pilot, aircraft, or dealer - we mail out)	\$8.00
10 to 49 copies (we would mail)	\$8.00
50 or more copies (buyer to pick up at Aero or pay mailing)	\$5.00

Boise Pilot Shop Relocates

The Boise Pilot Shop has relocated to 3591 Rickenbacker Street, two buildings east of Jacksons Jet Center. The shop will be extending its hours, including weekends. A grand opening was held on February 1st. Stop in the next time you get to Boise and say hello to the new owners, William Foote and the Ponderosa Aero Club, and while you're at it, check out their inventory. For more information, give them a call at 208-340-6074.

Third Annual Pocatello Airport Appreciation Day Scheduled for June

According to Pete Stewart, Pocatello Airport Appreciation Committee, the Third Annual Pocatello Airport Appreciation Day is scheduled for Saturday, June 23, from 9:00 AM to 3:00 PM. Free parking, free admission, discovery flights, displays, Young Eagle flights and fun for the entire family; it will all be there. Come out and enjoy a day of fun, food and entertainment, and show your appreciation for a great and important regional airport. You won't be disappointed.

Take a Moment and Invest in Spin Training—It's Worth the Cost

At an Idaho Aeronautics' CFI Refresher Course last year, Clint Tate, a non-CFI, listened to Scotty Crandlemire talk about stalls and spin recovery. He wondered if he was truly prepared to recover from a spin. After

some thought, he decided to find out and contacted Scotty.

On a beautiful October morning, he got his spin recovery training and much more. The time in Scotty's Pitts focused on spin recovery and some aerobatics, but when it was over he knew that you can't compare a conversation on the ground discussing spin recovery without the experience of doing it in the airplane.

"The flight gave me absolute confidence in a flying environment in which I am not accustomed," Clint observed. "I encourage others to break

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1. Ask for Aeronautics.
2. Tell Dispatcher: "I wish to report an overdue aircraft."
3. Leave your contact information.



Ontario Airport Upgraded

Originally reported by Larry Meyer
of The Argus Observer

On November 1, 2011, Ontario Municipal Airport (KONO) Manager Alan Daniels and others celebrated the completion of a major airport renovation. The renovation included extending the runway to 5011 feet, repaving the runway and taxiways with a rubberized asphalt specifically designed for runways, significantly enlarging the parking apron and adding a new Jet Parking apron, replacing the runway lights, and adding a LPV approach, new PAPI lights and new REILs. Daniels assures us the runway is still 100 feet wide but said, "It looks narrow because the paved shoulders were eliminated and replaced with gravel to enhance drainage." The project used 21,547 tons of asphalt, 2.76 miles of storm drain pipe, 3.95 miles of pavement under drain pipe, 56 manholes and inlets, 3.26 miles of electrical conduit, 96 runway lights,



and required the removal of 20,000 yards of dirt. Job well done Mr. Daniels!

Radio Chatter

Continued from page 4

out of their flying routine and try something new, exciting, and informative. You won't be disappointed!"

Listen to Clint. Training of this sort truly makes us better pilots. It helps us think "outside the box" and anticipate those not-so-normal circumstances. Look around your airport, maybe there is someone who can provide you this type of training or...call Scotty. You can reach him at: 208-371-7530.

Ethanol-free fuel update and website

The Treasure Valley EAA has been notified, and it has been verified, that the Phillips 66 station on Garrity in Nampa no longer has ethanol-free fuel for your aircraft. Both the 66 station on Overland, and Baird oil on Executive and Five mile, still sell ethanol-free fuel.

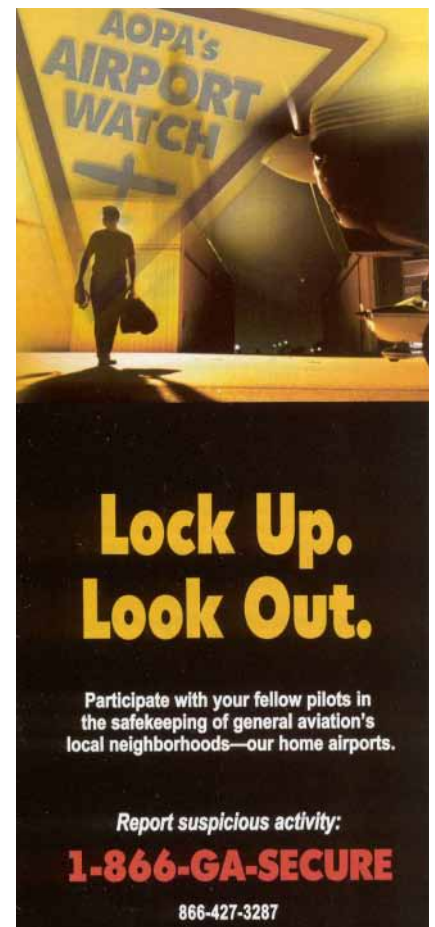
There is a website that attempts to keep track of the stations that sell ethanol-free gas. Go to www.pure-gas.org to see the list. It is kept updated by inputs from users, so the information may not be complete or exactly correct.

Aeronautics Selects Caretakers for Johnson Creek

Phil and Roxie Pryor have been selected as the new caretakers at Johnson Creek Airport. Long-time residents of McCall, Phil and Roxie have an extensive background in managing campgrounds and customer service. Please take a moment to welcome them during your next visit after they arrive in mid-May.

Did You Know

...that the Idaho Division of Aeronautics registered Evel Knievel's skycycle as an aircraft in 1974? Darrell Manning was the Director, the useful load of the skycycle was 250 pounds, and the fee was \$6.25 at \$.025 per pound.



Aviation Medical Matters

PRESSURE!

By: **Mike Weiss, MD, MPG, AME, CFII**
and **Paul Collins, MD, AME**



Tire pressureCheck!
Oil pressureCheck!
Fuel pressureCheck!
Blood pressure ?
Um, well, ah, but, sort of, that was
yesterday or last week or last month!!

The fact is, **blood pressure** is **THE MOST IMPORTANT PRESSURE YOU CAN MONITOR**. High blood pressure is an easy to correct condition that can become a very serious problem if not treated.

How do you check your blood pressure? Well, it is very easy. Reliable blood pressure devices can be purchased at many stores in your neighborhood. Since blood pressure measurements vary from day to day, follow the directions in the package and, for the best results, do a series of checks over a couple of weeks or even a month. Just like checking your oil pressure or tire pressure, checking your blood pressure too many times is not a problem.

OK, now you have taken your blood pressure, what does it mean? If you followed the instructions, you will have two numbers, a systolic pressure and a diastolic pressure which is read as "120 over 80." The 120 is your systolic pressure, which measures the pressure in the arteries when the heart beats (heart muscle contracts). The 80 is your diastolic pressure, which measures the pressure in the arteries between

heartbeats (heart muscle resting between beats and refilling with blood). The American Heart Association recommends you keep your blood pressure below 120/80.

What does the FAA say about blood pressure? For FAA medicals, the upper level is 155/95. A medical assessment above that level will result in a deferral of your license. The FAA requires treatment only if your blood pressure is above 155/95, but in reality, that is too high. Generally, treatment is started in almost all cases where the average blood pressure is above 140/90 because the risk of complications is just too high. You may feel fine but the impacts of high blood pressure are very serious over time. Heart attacks, strokes, kidney failure, and bleeding in the eyes are just a few of the problems associated with high blood pressure.

If you are like many pilots who's blood pressure is higher than 120/80, what should you do? The short answer – get treated by your doctor; don't wait until you have complications. There are a variety of medications that are well tolerated, effective, and, most importantly for pilots, approved by the FAA. Discuss treatment with your Aviation Medical Examiner (AME) if you are concerned that the medicine your family doctor prescribed for you may not be allowed by the FAA. There are a few medications that are not allowed, but these are rarely used today. Diuretics are usually approved.

If you begin treatment for high blood pressure, what do you need to do for the FAA? Tell them.

When the FAA is notified for the first time about an aviator who has initiated treatment for high blood pressure, the following items will need to be reviewed and cleared by an AME:

1. **Complete review of pertinent history including personal, social,**

and family history related to hypertension and risk factor analysis for complications;

2. **Statement from treating physician describing the effects of treatment and any risk factor modification program;**
3. **Representative blood pressure readings;**
4. **Laboratory testing to include electrolyte, lipid profile, and glucose;**
5. **Resting ECG.**

If the above is acceptable, the AME may issue the medical certificate, good for its normal duration.

An individual who has already reported high blood pressure and received an initial clearance must have follow-ups annually for first and second class medicals and at the time of their renewal for third class medicals.

The information required at each hypertension (high blood pressure) follow-up is as follows:

1. **A statement (current status report) from the treating physician describing **at a minimum** the medication(s) used and the dosage(s); the adequacy of blood pressure control; the presence or absence of medication side effects; and, the presence or absence of any "end organ" hypertension complications (that is, in the heart, blood vessels, brain, eyes and kidneys). A one-sentence, "no problems" report **will not suffice and will delay certification**;**
2. **The results of any appropriate tests or studies deemed necessary by the treating physician;**
3. **A serum potassium level if the airman is taking a diuretic**

The above evaluation may also be performed by the AME if the AME can attest to the accuracy of the above information.

See Pressure

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"Finest instruction I've encountered in my eight years of flying. I took the 7-day IFR course as a high-time (1,300 hour) VFR pilot who developed some bad habits along the way. Cammie and Ryan had me flying with precision and I passed my checkride with flying colors. I recently upgraded my panel to include a GNS-430 and MX-20 and I needed to get comfortable with my new equipment. Even though the GNS-430 is very powerful, you must learn the regulations for its use as a primary or alternate means of navigational guidance. You just cannot acquire this knowledge from the Garmin manual alone. This group is committed to your on-going safety, not just to passing the checkride."
-Don, Beech Bonanza, Boulder, CO

"Cammie is the most useful, knowledgeable and pleasant instrument instructor I know. I've referred several pilots to her already. Terrific." -Jake, Columbia 400, Ketchum, ID

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Three More Earn Their Wings at the Blackfoot Airport

By: Nola Orr

Congratulations to L.G. Bumgarner, Steve Gilger and Matt Bigler, some of Idaho's newest aviators.

L.G. Bumgarner of Blackfoot became a private pilot on November 2, 2011. L.G. has been working on this license for over a year and hopes to obtain an instrument rating and commercial privileges in the near future. L.G. said he wanted to learn to fly because, "When I was growing up I would see planes flying around and I would want to fly them. Just like when you see a nice



L.G. Bumgarner

sports car go by, you want to drive it yourself rather than just looking at it or riding in it. It is similar with planes; you just want to be the pilot of that plane. It is as much fun as I thought it would be, that and more." When asked if anything about flying scared him, L.G. replied, "No, there have been exciting moments, like how your body



Steve Gilger with plane

reacts to all of the input, and how aware you are of everything that is going on." L.G. thought learning to fly was a great experience and looks forward to taking his wife and two girls for a flight.

Steve Gilger of Dubois also earned his wings on November 2, 2011. Steve has been working on his license since February 2000 with several different instructors, which he feels has given him a well-rounded experience. Steve is continuing his instruction to get a tail-dragger endorsement so he can fly the plane he already owns. When asked if anything about flying scared him, Steve replied, "Not enough to cause me to quit."

Matt Bigler, a native of Riverside, became a private pilot on Thanksgiving

Day. Matt, who has an Airframe and Power Plant (A&P) Certification, says the A&P helped him understand the airplane a lot better. Matt plans on becoming an instructor and would like to own his own plane some day. When asked why he loves to fly, Matt



Matt Bigler

responded, "I have wanted to be a pilot since I was a kid. Not only does the science behind airplanes intrigue me, but when I am flying, I get to explore a totally different world."

A special thanks to Tom Kuhlman, an instructor and pilot examiner from "Aviation Standards" in Salt Lake City, for coming to Blackfoot to administer examinations for all three of these gentlemen. Tom, I hope you made it home in time for some Thanksgiving turkey and pumpkin pie.

Pressure

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For more information on hypertension treatment please check http://www.faa.gov/licenses_certificate/s/medical_certification/specialissuance/hypertension/

Checking your own blood pressure is easy. Hypertension treatment is

benign, well tolerated, and can save your life. Discuss treatment with your family doctor or your AME if you have any questions.

Tire pressure.....Check!
Oil pressure.....Check!
Fuel pressure.....Check!
Blood Pressure.....Checked;
NOW you're ready to go flying.



Fly It Forward

**By: William Foote, General Manager,
Ponderosa Aero Club**

The Ponderosa Aero Club (PAC) is the first aviation group in Idaho to "Fly It Forward."

On Saturday, March 10, 2012, Ponderosa Aero Club of Boise will be joining dozens of other aviation organizations around the globe in a unique event called "Fly It Forward." From 10:30 AM to 3:00 PM, weather permitting, PAC aircraft will be busy ferrying women and girls, who have never before flown in a small airplane, on short sightseeing trips, introducing them to the joys of flight. PAC members will greet and escort their female passengers from the lobby of Jackson Jet Center to Cessnas waiting on the adjacent tarmac.

If you have never heard of Fly It Forward, don't feel bad. The event is less than two years old, inaugurated in March, 2011, by Women In Aviation International. Individuals and clubs participated from as far away as Canada, France and Ghana. Fredrick Municipal Airport, Maryland, won top honors as "The most female friendly airport in the world." 185 women and girls were introduced to flight in a single day. They're gunning for the honor again this year, and while PAC won't be challenging them on sheer numbers, we DO plan to have a very enjoyable and positively memorable event to kick off Idaho's foray into this most unique aviation endeavor.

Fly it Forward was conceived for the purpose of celebrating 100 years of women in aviation. It is held on the day that Raymond da Larouche of France obtained her pilot's license in 1910 and became the world's first certificated female pilot. This year's theme is "Sea Planes" in honor of Helene Dietriu of Belgium, the first woman to fly a seaplane (1912), and Harriet Quimby, an American and the first woman to pilot an aircraft across the English channel (also 1912). Since we are landlocked, PAC has modified the theme



to "See Planes" to highlight the Club's new efforts to encourage the public to literally "see airplanes" in their communities and understand the importance of General Aviation to the American economy, culture and way of life. Fly It Forward is an effort specifically designed to encourage more women and girls to enter the ranks of pilot hood. If you know a woman or a girl who has never flown in a small aircraft and would like a free airplane ride, you may call Ponderosa Aero Club at 344-5401 to register for a 30-minute slot. But hurry - there are only 50 seats available! But even for those on the ground, PAC is working to provide aviation-themed entertainment, including the chance to meet one of Idaho's own famous woman pilots, and of course, expect substantial refreshments. Men are most welcome to come and provide support as the ladies take to the skies. For questions or to register, please call William Foote at (208) 344-5401, Jennifer Christiano at (208) 860-6077, or Sharki Kontra at 714-609-4233.

Battle

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aircraft. The interceptors roared south after their target. The hunt was on.

Einstein and Hurliman caught up with the *Hellcat* at 30,000 feet, northeast of Los Angeles. It turned southwest, crossing over the city, then headed northwest. As the *Hellcat* circled lazily over Santa Paula, the interceptor crews waited impatiently. As soon as it passed over an unpopulated area, they would fire their rockets.

The interceptor crews discussed their options. There were two methods of attack using the fire control system, from a wings level attitude or while in a turn. Since the drone was almost continuously turning, they selected the second mode of attack. In repeated attempts, the rockets failed to fire during

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The Color of Aviation:

General Darrell Manning - Visionary

By: Frank Lester
Safety/Education Coordinator

Major General Darrell V Manning: military aviator, Idaho legislator, Director of the Idaho Departments of Aeronautics, Transportation, and Health and Welfare, Adjutant General of the Idaho National Guard, and until his recent retirement, Chairman of the Idaho Transportation Board. In addition to such an esteemed resume, we must add—visionary.

What impressed me most about an already impressive career was General Manning's vision of aviation in Idaho and its importance both economically and as a mode of transportation.

In June of 1971, he replaced Chet Moulton as the director of the State Department of Aeronautics. At that time, prior to the reorganization of the state government, Aeronautics was the equivalent of today's Idaho

Transportation Department and had a five-member aeronautics commission with the same responsibilities as the Idaho Transportation Board. Among his many aviation experiences, he had also been a fixed-base operator at Pocatello and was the chief pilot at an FAA flight school. His resume was indeed extensive. He was an excellent choice for the position.

Through his signature column in the *Rudder Flutter*, "The Final Approach," he extolled the importance of proper, coordinated transportation planning across the board, as opposed to the fragmented modal independent approach used at the time. He understood the importance of cooperation among all modes

of transportation, including aviation, and the necessity of all Idaho citizens to "broaden their horizons to include all modes of transportation and plan for a system which will develop our great potential without a complete destruction of our environment or reduction in the quality of life we enjoy."

Regional planning was a top priority during his tenure. In 1972, the Idaho Board of Aeronautics and the Washington Aeronautics Commission, with a federal grant, jointly conducted a regional transportation systems study in the Lewiston-Clarkston and the Moscow-Pullman areas, one of the first

See Manning

Continued on page 11



Manning (left) as Aeronautics Director



As a young Air Force Pilot

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Manning

Continued from page 10



Adjutant General

cooperative efforts between two states and the Federal Government to solve regional transportation problems.

The importance of the local airport to the economic health of the community did not escape him. It was especially painful for him to witness the sale of Bradley Field in 1972. "It is just as important to Boise," he wrote, "to provide an airport for air accessibility to general aviation as it is to maintain Broadway, Vista Avenue, or Chinden Boulevard. All four accessways provide an entrance to the commerce of the greater Boise area."

The connection between investment in the airport and the return on that investment in the form of industry, jobs and annual payroll, and investment back into the community was the subject of many conversations and columns. He understood that the negative views expressed by airport opponents were often the result of incorrect or incomplete information, but he was also critical of the aviation communities' lack of effort to dispel those inaccuracies. "They may never know [the facts] unless we in the aviation community tell them. The future of the aviation industry may very well depend upon how much all of us speak out in his behalf."

He knew then how critical general aviation (GA) aircraft were to our transportation system and how important they would continue to be.

Over 95% (in 1972) of all aircraft were GA aircraft and those aircraft were often a communities' only connection to the rest of the world. More than one-half of all inter-city travel at that time was in GA airplanes. "Aviation in Idaho provides the best means to solve our many transportation problems. It will provide transportation to our incomparable wilderness areas with the least impact on the environment, provide inter-city transportation with speed and convenience unmatched by any other means, and provide the fastest available cargo transportation.... The aircraft is not just a recreational vehicle, but the most viable means of transportation known to man.... We should all do our part in making them [our closest associates] aware."

Land use planning was another area that General Manning realized was an issue then and would continue to be an issue through the years. "Land use planning must be accomplished in order to provide for all the needs of a community.... Our transportation needs in all forms of transportation will double in the next 10 years; and if it takes the public purchase of an airfield to provide for a protected, well-planned general aviation facility to maintain a link to the Boise area's commerce, it will cost far less than it would to allow the airport to die."

In 1973, General Manning was elected Regional Vice President of the National Association of State Aviation Officials (NASAO), representing Alaska, Idaho, Montana, Oregon, Washington and Wyoming. NASAO is a state-government-sponsored organization designed to foster aviation as an industry, as a mode of transportation, to develop uniform aviation laws and regulations, and to encourage



Transportation Board Chairman

cooperation and mutual aid among the several states. His stated goal as the newly elected vice president was to "mold the northwestern states into a cohesive, well informed organization and to set forth the needs of aviation in order to provide the best possible air transportation for the people of our region."

In June of 1974, with the streamlining of state government, the Department of Aeronautics became a division within the Idaho Transportation Department. General Manning became ITD's first and longest serving Director, a logical step for someone with the foresight and a clear vision for transportation and who is a strong advocate for general aviation.

**Photos courtesy of the
ITD Transporter Staff**

MONITOR GUARD FREQUENCY

121.5!

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and

PASS IT ON...IMMEDIATELY!!!

- ATC or FSS
- FSS: 800-WXBRIEF (800-992-7433)
- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff



Calendar of Events

MARCH

- 10 **Payette Municipal Airport Ribbon Cutting**, Payette airport (S75) - Come help celebrate the new runway with a fly-in and breakfast!

APRIL

- 13-14 **Flight Instructor Refresher Clinic**
New Caldwell Airport Terminal, Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov
- 17 **Spring Edition Rudder Flutter Articles due**, John Lorbeck, 208-334-8781, john.lorbeck@itd.idaho.gov

MAY

- 18-19 **Idaho Aviation Tradeshow**, Idaho Falls Airport (IDA), www.aeromark.com
- 26 **Pancake Breakfast and Fly-In**, Bonners Ferry Airport (655), EAA Chapter 757, Carla Deder, carla.northernair@gmail.com

JUNE

- 14-17 **Super Cub Fly-in**, Johnson Creek Airport (3U2), approximately 100 Aircraft and 150 people, Dave Kirsten, 209-333-1100
- 21-24 **Backcountry Pilots Fly-in**, Johnson Creek Airport (3U2), approximately 40 Aircraft and 50 people, Bryan Painter, 916-622-2593
- 23 **Pocatello Regional Airport's (PIH) 3rd Annual Airport Appreciation Day**, 9 AM to 3 PM
Free parking and admission! Discovery flights, displays, food, entertainment and fun for everyone! Free Young Eagle plane rides for ages 8-17 (9 AM - noon), www.iflypocatello.com
- 25-27 **ACE Academy**, Boise (application coming soon), Frank Lester, 208-334-8780, frank.lester@itd.idaho.gov, or Tammy Schoen, 208-334-8776, tammy.schoen@itd.idaho.gov
- 29 **Frank Lester officially retires!**
- 30 **Pancake Breakfast and Fly-In**, Bonners Ferry Airport (655), EAA Chapter 757, Carla Deder, carla.northernair@gmail.com

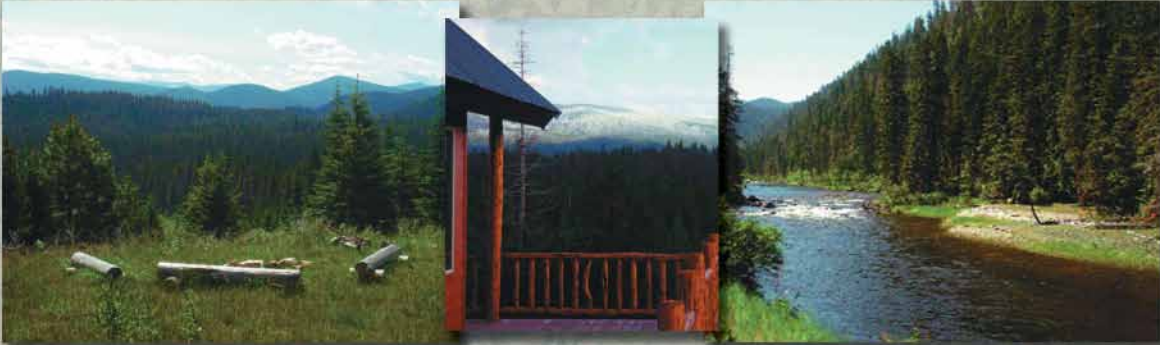
Email your event information to tammy.schoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the Aeronautics website.




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Bonnors Ferry, Idaho

EAA Chapter 757 Pancake Breakfast and Youth Scholarship

For the past several years, EAA Chapter 757 in Bonners Ferry has hosted huckleberry pancake breakfasts at the Boundary County Airport (655). This coming year will be no different. These all-you-can-eat breakfasts are on the last Saturday of each month, beginning in May and ending in September, and include hot coffee, orange juice, huckleberry pancakes, sausage and scrambled eggs.

The proceeds of these breakfasts are used in our chapter's Youth Flight Scholarship program that has awarded several local high school students up to \$2,500 to help them get started in aviation.

Here is a list of young aviators the chapter was proud to support via the Youth Flight Scholarship:

- 2009 scholarships were awarded to Austin Tanner and Tana Schneider
- 2010 scholarship was awarded to Andrew Brubaker
- 2011 scholarship was awarded to Adam Alvarez
- 2012 scholarship was awarded to Gavin Flower

All of these students have completed their training and are now Private Pilots – except, of course, for our most recent recipient Gavin Flower. See their pictures on the Chapter's website at www.757.eaachapter.org.

Pilots and non-pilots alike are cordially invited to the Boundary County Airport for one or two or all of these Saturday breakfasts. If you have not flown to Boundary County recently, you will be pleased with the improvements at the airport: there is a new RNAV instrument approach for you to try, a new AWOS (132.575) that is working nicely, as well as an improved ramp and full-length taxiway.

Please support the Youth Flight Scholarship while enjoying a wonderful breakfast.

Thank you in advance, and we look forward to seeing you!

Carla Deder
Vice President
EAA Chapter 757



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Owner Bill White
Chamberlain Basin
Payette National
Forest, Idaho**



Young Eagles Soar Battle

By: Nola Orr

The Experimental Aircraft Association (EAA) is an international aviation membership association founded in 1953 and headquartered in Oshkosh, Wisconsin. EAA sponsors many aviation education programs including the EAA Young Eagles. The Young Eagles program was launched in 1992 to give interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. To date, the EAA has



Young Eagle candidates sign in.

pilot who flew them and stated for all to read that this intrepid youngster has “experienced the true adventure of flight and has become a Young Eagle.” Their name will be permanently entered in the World’s Largest Logbook at the EAA AirVenture Museum in Oshkosh, Wisconsin.

To learn more about the EAA Young Eagles program, please see www.youngeagles.org. If you are interested in a flight for a youngster in the Blackfoot area or would like to volunteer

your time, please call Natalie Bergiven, EAA Chapter 407 President, at 208.684.3411.



Dale Cresap and his Young Eagle candidate.

provided flights for more than 1.6 million Young Eagles around the world.

EAA Chapter 407 is the local chapter in Blackfoot, Idaho. On October 8, 2011, Chapter 407 pilots and volunteers made it possible for 18 youngsters to take airplane rides. Flights were provided by the pilots at their own expense and sanctioned and insured under the Young Eagles program thru the EAA. Each Young Eagle received a certificate, signed by the



Natalie Bergiven, EAA 407 President assigns students and pilots.

these maneuvers. This was later traced to a design fault.

The drone turned northeast, passing Fillmore and Frazier Park. It appeared to be heading toward the sparsely populated western end of the Antelope Valley. Suddenly, it turned southeast toward Los Angeles again. Time seemed to be running out. Einstein and Hurliman decided to abandon the automatic modes, and fire manually. Although the aircraft had been delivered with gun sights, they had been removed a month earlier. After all, why would a pilot need a gun sight to fire unguided rockets with an automatic fire control system?

The interceptors made their first attack run as the *Hellcat* crossed the mountains near Castaic. Murray and Hale set their intervalometers to “ripple fire” the rockets in three salvos. The first crew lined up their target and fired, missing their target completely. The second interceptor unleashed a salvo that passed just below the drone. Rockets blazed through the sky and then plunged earthward to spark brush fires seven miles north of Castaic. They decimated 150 acres above the old Ridge Route near Bouquet Canyon.

A second salvo from the two jets also missed the drone, raining rockets near the town of Newhall. One bounced across the ground, leaving a string of fires in its wake between the Oak of the Golden Dream Park and the Placerita Canyon oilfield. The fires ignited several oil sumps and burned 100 acres of brush. For a while the blazes raged out of control, threatening the nearby Bermite Powder Company explosives plant. The rockets also ignited a fire in the vicinity of Soledad Canyon, west of Mt. Gleason, burning over 350 acres of heavy brush.

Meanwhile, the errant drone meandered north toward Palmdale. The *Scorpion* crews readjusted their intervalometers and each fired a final salvo, expending their remaining rockets. Again, the obsolete, unpiloted, unguided, unarmed, propeller-driven drone evaded

See Battle

Continued on page 18



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U.S. Forest Service to Incorporate Hanselman's Backcountry Flying Info

Galen Hanselman of Q.E.I. Publishing has agreed to allow the U.S. Forest Service to incorporate his copyrighted Relative Hazard Index (RHI) rating system



Galen Hanselman

into their Airport Directory and National and Regional Aviation Management Plans. Hanselman's RHI is a unique backcountry airstrip hazard rating system based upon the airport environment, approach/departure environment, and runway surface hazards.

Clair Mendenhall, USFS Deputy Director, Aviation, Intermountain Region noted, "The promotion of safety while flying in the backcountry has and will always be a Forest Service goal. I do realize the dedication, work, time, and development Hanselman must have put into these flying guides in order to provide pilots with a better understanding of what to expect when flying the Backcountry."

Hanselman stated, "Pilots need good information to make good decisions. I'm happy to share the data with the Forest Service."

Q.E.I. Publishing produces the detailed backcountry flying guide ***Fly Idaho! A Guide to Adventure in the Idaho Backcountry***, as well as, many other backcountry flying guides and aeronautical charts. To learn more about the RHI and other backcountry flying guides, please visit www.flyidaho.com.

Edwards

Continued from page 2

distinct privilege to visit and wander about the historic Fly-Inn Dude Ranch once owned by an outrageous aviation eccentric, Pancho Barnes. Pancho, eccentric, yes, but nonetheless a legend in the aviation community and one of the most respected pilots of the Golden Age of Flight, was one of the first female pilots licensed in the United States. Her ranch, built on 380 acres that now rest within Edwards' boundaries, once included an FAA-approved airport, championship rodeo arena, well-stocked horse corral, dance hall, bar, restaurant, and large circular swimming pool. It was home to the renowned "Happy



The Circular Swimming Pool

Bottom Riding Club," which claimed more than 9,000 members worldwide at the height of its success. Standing in the bright desert sun, Chuck Yeager spoke at length about Pancho and about his own experiences. With glasses raised, we toasted General Yeager! (Sorry, but I thought it was rot-gut whiskey; a foul tasting, macho testimonial to manhood.)

When we first arrived at Edwards, we heard loud speakers all over the base come alive with the



Pancho Barnes

sounds of Retreat and then the National Anthem. Out of respect, all cars on the road pulled over and people stopped whatever they were doing. Then at 7:30 each morning, Reveille was played; in the evening, Taps. The military traditions and dedication were obvious and truly impressive. Probably the most memorable was a ceremony hosted by

See Edwards

Continued on page 17

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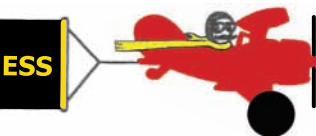
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General Nolan, where he offered his thanks first to his various commanders for their service and then for all the “intellectual capital” gathered in the room...and there was a whole lot of that. On the base, there are some 2,500 active-duty Air Force and more than double that of civilian employees, not

to mention members of industry. This collection of minds and patriotism was absolutely awesome.



Pancho's Brand

Departing Edwards, one could only feel great appreciation for those folks who safeguard The United States of America for the rest of us. We were

privileged to be in their company. To you, we say, “Salute!”

Photos courtesy of Gene Nora Jessen

Gene Nora Jessen, past president of the Ninety Nines, Idaho Aviation Hall of Fame Inductee, and one of the original Mercury 13 First Lady Astronaut Trainees (FLATs), is the author of two books: *The Powder Puff Derby of 1929* and *The Fabulous Flight of the Three Musketeers*.

– Editor

Updated Nov. 2011

AIRPORT CONDITION SURVEY

Idaho Division of Aeronautics

We're requesting your input to help maintain our State-Operated airstrips. Please fill out the survey below and drop in the survey box, mail to Idaho Division of Aeronautics PO Box 7129 Boise, Idaho 83707-1129 or email to gary.mcelheney@itd.idaho.gov.

Please circle the airport(s) you are reporting on:

All	Cavanaugh Bay	Johnson Creek	New Meadows	Twin Bridges
Antelope Valley	Copper Basin	Laidlaw Corrales	Porthill	Smiley Creek
Atlanta	Cox Well	Magee	Pine	Stanley
Bear Trap	Garden Valley	Magic	Slate Creek	Warm Springs
Big Creek	Grasmere	May	Smith's Prairie	
Big So. Butte	Henry's Lake	Midway	Reed Ranch	
Bruce Meadows	Hollow Hop	Murphy Hot Spr.	Thomas Creek	

Please mark your evaluation with an “X” for each condition.

Condition	Very Poor	Poor	Average	Good	Very Good
Runway (smoothness, marking, rodents, etc)					
Restroom Condition (if available)					
Campsite Condition (trees, lawns, walkways)					
Facilities Condition (fire pits, picnic tables, shelters)					
Caretakers (helpful, friendly, knowledgeable)					
Safety concerns (if yes, please amplify below)	Yes		No		

Comments:

Name and Phone # (Optional) _____

Thanks for your help,
Gary McElheney, Airport Manager, Ph: 208-334-8893



Battle

Continued from page 14

the state-of-the-art jet interceptors. In all, the jet crews fired 208 rockets without scoring a single hit.

The afternoon calm was shattered as *Mighty Mouse* rockets fell on downtown Palmdale. Edna Carlson was at home with her six-year-old son William when a chunk of shrapnel burst through her front window, bounced off the ceiling, pierced a wall, and finally came to rest in a pantry cupboard. Another fragment passed through J. R. Hingle's garage and home, nearly hitting Mrs. Lilly Willingham as she sat on the couch. A Leona Valley teenager, Larry Kempton,

was driving west on Palmdale Boulevard with his mother in the passenger seat when a rocket exploded on the street in front of him. Fragments blew out his left front tire, and put numerous holes in the radiator, hood, windshield, and even the firewall. Miraculously, no one was injured by any of the falling rockets. Explosive Ordnance Disposal teams later recovered 13 duds in the vicinity of Palmdale. It took 500 firefighters two days to bring the brushfires under control.



Scorpion firing rockets in ripple.

Oblivious to the destruction in its wake, the drone passed over the town. Its engine sputtered and died as the fuel supply dwindled. The red *Hellcat* descended in a loose spiral toward an unpopulated patch of desert eight miles east of Palmdale Airport. Just before

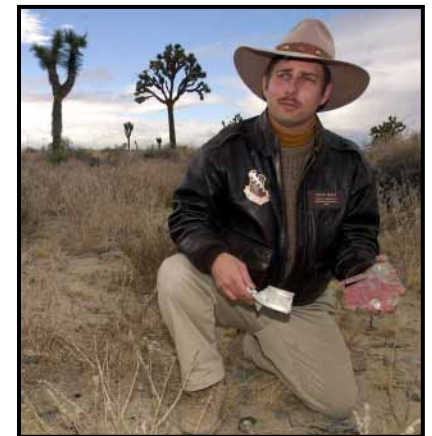
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Author, Peter Merlin

impact, the drone sliced through a set of three Southern California Edison power lines along an unpaved section of Avenue P. The camera pod on the airplane's right wingtip dug into the sand while the *Hellcat* cart-wheeled and disintegrated. There was no fire.

Peter Merlin is an aviation enthusiast whose favorite hobby is aviation archeology. Much of his time is spent in the periodical section of the library researching articles for a database of airplane accidents in the vicinity of Edwards AFB. It was during one of these visits that he stumbled on this little-known event and wrote this article. You can find more information about this and other stories of exotic test aircraft, accidents, and the pilots that flew them at www.thexhunters.com. We are sincerely grateful to Mr. Merlin and X-Hunters for granting us permission to print his article.



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Company (if applicable):	<input type="text"/>			City:	<input type="text"/>
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				Zip:	<input type="text"/>

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Serial No.:	<input type="text"/>		

*Decal shall be placed on the left side of the aircraft either on the vertical stabilizer
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